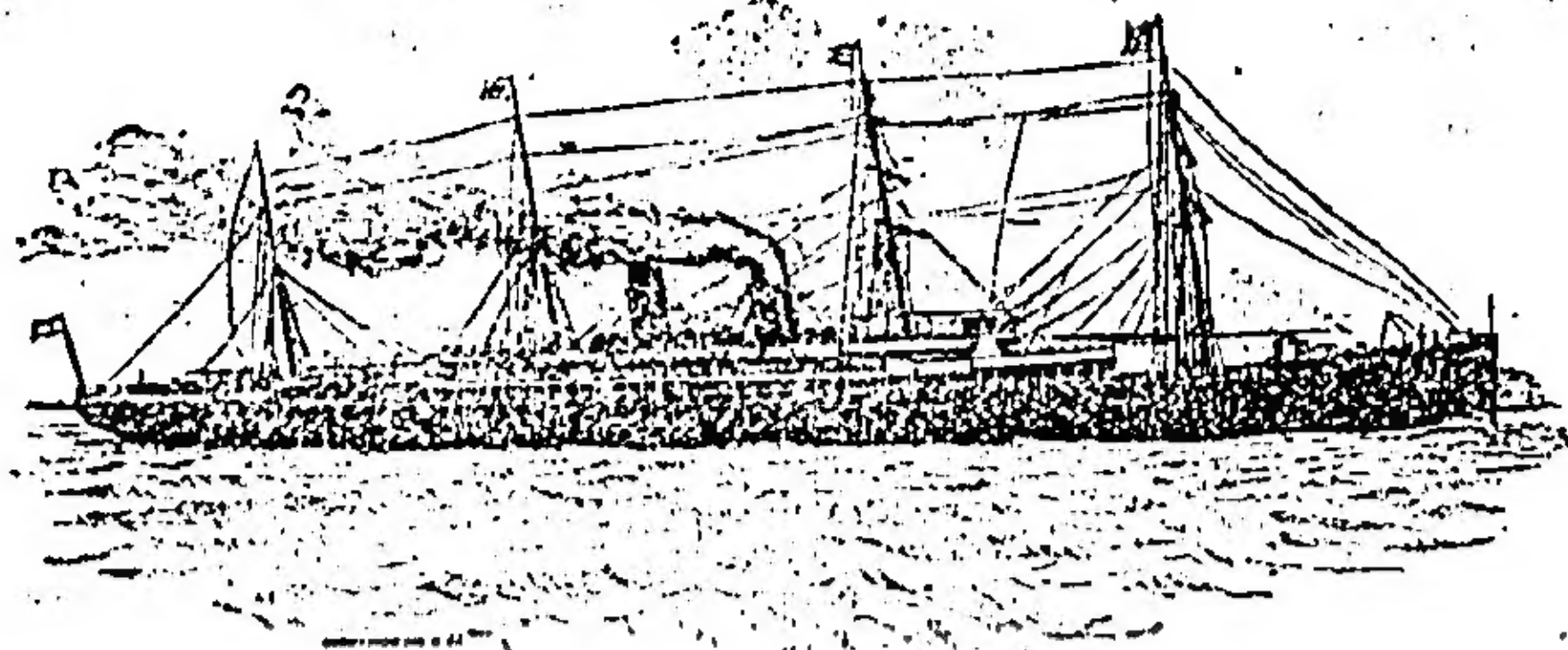


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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

Ship	Day	Time
"GALIC"	SATURDAY, 7th March, at Noon.	
"HONGKONG MARU"	TUESDAY, 17th March, at Noon.	
"CHINA"	TUESDAY, 24th March, at Noon.	
"DORIC"	WEDNESDAY, 1st April, at Noon.	
"NIPPON MARU"	SATURDAY, 11th April, at Noon.	
"SIBERIA"	SATURDAY, 18th April, at Noon.	
"COTTON"	SATURDAY, 25th April, at Noon.	
"AMERICA MARU"	TUESDAY, 5th May, at Noon.	
"KOREA"	WEDNESDAY, 13th May, at Noon.	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "GALIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 7th March, at Noon, taking freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first-class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 27th February, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPEROR" Twin Screw Steamships—6,500 Tons—19,000 Horse-Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S.	Ship	Tons	Day	Time
"EMPEROR OF JAPAN"	6,500	WEDNESDAY, 11th March.		
"ATHENIAN"	3,882	WEDNESDAY, 18th March.		
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 1st April.		
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 22nd April.		
"TARTAR"	4,435	WEDNESDAY, 6th May.		
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 13th May.		
"ATHENIAN"	3,882	WEDNESDAY, 27th May.		
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 3rd June.		
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 24th June.		
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 15th July.		

The magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th February, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LAEISZ	HAVRE and HAMBURG.	3rd Mar.
Fuchs	(Calling at SINGAPORE and PENANG).	Freight.
ANDALUSIA	HAVRE and HAMBURG.	17th Mar.
von Dohren	(Calling at SINGAPORE and COLOMBO).	Freight.
BAMBERG	HAVRE and HAMBURG.	28th Mar.
Kirchhoff	(Calling at SINGAPORE and PENANG).	Freight.
KONIGSBERG	HAVRE and HAMBURG.	7th April.
Mayer	(Calling at SINGAPORE and COLOMBO).	Freight and Passengers.
SAMBIA	HAVRE and HAMBURG.	21st April.
Schmidt	(Calling at SINGAPORE and PENANG).	Freight.
SERBIA	HAVRE and HAMBURG.	5th May.
Brehmer	(Calling at SINGAPORE and COLOMBO).	Freight.
SAXONIA	HAVRE and HAMBURG.	19th May.
Jäger	(Calling at SINGAPORE and PENANG).	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 2, Queen's Buildings.

Hongkong, 27th February, 1903.

Notice of Firm.

NOTICE.

MR. J. GOOSMANN ceases to sign our Firm per procuration from To-day.
Mr. GUSTAV FRIEDLAND has been authorized to sign our Firm per procuration from This Date.

MELCHERS & CO. (2536)
Hongkong, 2nd March, 1903.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. J. R. MUDIE, to Sell by PUBLIC AUCTION, TO-MORROW (WEDNESDAY, the 4th March, 1903, at 2.30 P.M., at No. 50, Morrison Hill Road.

SUNDRY HOUSEHOLD FURNITURE, Comprising—

DOUBLE IRON and BRASS BED-STEAD—SIDE BOARDS—OVERMANTLES—CHEST-OF-DRAWERS—WARDROBES—WASHTANDS—DESK—with BOOKCASE, GLASSWARE, DRAWING ROOM SUITE, HOT WATER MACHINE, COOKING STOVE, &c., &c.; Also

One IRON SAFE, AND One PIANO by Collard and Collard. TERMS—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 28th February, 1903. (2476)



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of March, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kowloon Tong, New Kowloon, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1. No. 145.	New Kowloon Tong.	150 ft. 100 ft. 100 ft. 100 ft. 100 ft.	45,000	104	450

Hongkong, 2nd March, 1903. (2486)



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of March, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Bowen Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1. No. 169.	Bowen Road.	50 ft. 50 ft. 40 ft. 200 ft. 14 ft.	2,000	14	500

Hongkong, 2nd March, 1903. (2496)



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of March, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Causeway Bay, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1. No. 163.	Causeway Bay.	50 ft. 64 ft. 110 ft. 138 ft. 50 ft. 84 ft.	1,823	8	1,823

Hongkong, 2nd March, 1903. (2506)

FURNITURE WAREHOUSE.

LI KWONG LOONG
李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required. Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd. ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 20th December, 1902. (14909)

Intimations.

GEO. FENWICK & CO., LIMITED.

THE FOURTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held in the HONGKONG HOTEL, on MONDAY, the 9th March, at Noon, for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED on the 28th February until the 9th March, both days inclusive. By Order of the Board, W. G. WINTERBURN, General Manager. (2516)

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE No. 2, Connaught Road, at Noon, on THURSDAY, the 12th March, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 12th MARCH, both days inclusive. EDWARD OSBORNE, Secretary. (2506)

Hongkong, 24th February, 1903.

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL on FRIDAY, the 13th March, 1903, at Noon, for the purpose of receiving a Statement of Accounts of the Company to 31st December, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th March, both days inclusive.

By Order of the Board, C. MOONEY, Secretary. (2526)

Hongkong, 2nd March, 1903.

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Pedders Street, on TUESDAY, the 17th March, 1903, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts to 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th March, both days inclusive. JARDINE, MATHESON & CO., General Agents. (2536)

Hongkong, 25th February, 1903.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIFTH ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on TUESDAY, the 17th March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th March, both days inclusive.

JARDINE, MATHESON & CO., General Agents. (2276)

Hongkong, 23rd February, 1903.

TO BE PUBLISHED SHORTLY

A NEW STREET INDEX,

BY ARTHUR CHAPMAN, GOVERNMENT ASSESSOR.

INTENDING Subscribers are requested to send, as early as possible, Orders for as many copies as they may require, to THE GOVERNMENT ASSESSOR, The Treasury. (2506)

Hongkong, 26th February, 1903.

REIN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

18 Casks of 375 lbs. Net £8.03 per Cask ex Factory.

In Bags of 150 lbs. Net £3.75 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers. (210)

Hongkong, 3rd December, 1902.

WANTED.

A EUROPEAN TEACHER for a School in the Colony.

Apply by Letter to "M.M.B." C/o This Paper. (1836)

Hongkong, 2nd March, 1903.

WANTED.

A TEACHER for St. JOSEPH'S COLLEGE.

Apply by Letter to BRO. FRANCIS, Director, St. Joseph's College.

No. 2, Robinson Road, Hongkong, 12th January, 1903.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS, LIMITED, APOTHECARIES HALL, 64, Queen's Road Central, Hongkong. (21)

Intimations.

GO TO THE

KOWLOON HOTEL, KOWLOON.

R. F. DALY, Manager.

J. W. OSBORNE, Proprietor.

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. (12506)

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency, and Acidity of the Stomach.

VICTORIA DISPENSARY, Late Dakin, Cruickshank & Co., Ltd.

368d

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$1.50 per case of 48 bottles (quarts) in 6 doz. pints.

Special Prices for Quantities. Sole Agents—SIEMSEN & CO. (1595d)

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watann's Building.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES, Nos. 4 & 6, Queen's Road Central. (19)

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEY'S FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 20th March, 1903.

CHEONG SHING.

No. 39, Queen's Road Central, (Opposite to Messrs. GAUPP & Co.)

DEALERS IN Jewellery and Silks, Pearls and Jadestone Ware, Ivory Ware and Curios, Chinese Goods of all kinds.

And also General Exporters. An inspection is, respectfully solicited. Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business. (195

LITTLE POLLARD IS INTERVIEWED.

A five-year old child interviewed by a member of the non-christian scribes was a delicate proposition in the first place for a newspaper representative to attempt. But an interview held with the little danseuse Merle Pollard, by a *Manila Cablenews* man, was an accomplished fact and the said newspaper man was worsted.

The little girl, after a day of rehearsing, was just awakening from an afternoon nap when Mrs. Pollard was asked if she could be seen. "Merle could be seen," was the answer, and she came into the presence of the reporter rubbing the sleep from bright, brown, but rather tired looking eyes. As soon as she learned she was to become "subject to an interview," the rather staid habiliments were quickly re-arranged and the girl, become Bernhardt as far as her pose for an interview was concerned.

Merle was asked if she liked Manila, as that is the usual introduction to a speech, but after the first question on the unlucky pencil pusher wished he was dead. This little mite told him not only of her past life of live long winters and summers passed in various climates, but insisted upon the fact being strongly impressed upon her questioner's mind that, since she had made her debut (in Hongkong about a week ago) she was an important factor in the theatrical organization in which she was, according to her own statement, the bright particular star.

This last rather broad statement brought Mrs. Pollard upon the scene promptly and the rest of the conversation was a dead loss to everyone except Merle's room-mates.—*Manila Cablenews.*

AUSTRALIAN TRANSCONTINENTAL LINE.

The Australian transcontinental railway, which is designed to join Port Darwin, in the extreme north of the northern territory of Australia, with the railway system of South Australia and New South Wales, proposes to accomplish that object by the construction of a single-track line, 1,063 miles long, through the very heart of the continent. The purpose is to open a new route between Australia and Great Britain via the Trans-Siberian Railway. The company engaged in the enterprise has received liberal concessions from the South Australian Parliament. Opportunity for bidding for the construction of the new road is given to the whole world, and tenders have been specially invited in Australia, Great Britain, America, France and Germany. A summary of the act of concession and of the terms of the bids invited has been printed and circulated by the North Australian League, whose headquarters are at Melbourne. Tenders must be forwarded to the Commissioner of Railway at Adelaide within eighteen months of the passing of the bill, which was assented to on November 13, 1902. Copies of the specifications have been forwarded to their respective governments by all of the foreign Consuls located in South Australia.

Great things are expected from the operation of the new route. Long before the Trans-Australian Railway is finished it will be possible, so the league prospectus claims, for London mails and passengers to reach Darwin via Siberia in fourteen days, reducing the ocean voyage between the British metropolis and Australia to only 145 hours. The North Australian League volunteers to assist bona-fide tenderers in the collection of information and statistics, and it is evidently desirous that American contractors shall enter the competition.—*S. F. Chronicle.*

THE SIBERIAN RAILWAY.

The annual statement of the Russian Minister of Finance has evoked considerable comment and discussion. While the Ministry of Ways of Communication takes the first place in the estimated amount of "ordinary" expenditure, the whole of the "extraordinary" expenditure, with one insignificant exception, is devoted to railway construction and maintenance in one form or another. The *Novoe Vremya*, in an article on the expenditure on railways, says:—It is estimated that the Siberian Railway and the Manchurian branches have cost Russia more than a milliard of roubles (£105,000,000). If this vast sum had been poured into the interior of Russia we should probably have got quite another picture to look at of our economic well-being than the miserable sight, which the enfeebled consumptive provinces of Russia proper present. In Siberia and the Far East such an undertaking is only another burden upon the backs of these same enfeebled payers of the Imperial taxes. If the line were self-supporting it might be endured, but its upkeep drains the Exchequer annually of new millions. Now we are engaged building through a perfect wilderness the Orenburg-Tashkend Railway, spending new millions upon a desert outpost of the Empire, to the detriment of the starving centre. Until the Siberian Railway was constructed the State lines paid their way, but since that date they have not only failed to do so, but have annually drained the Exchequer for their maintenance. This is the condition of things in Russia, where all allow that the sea of unsatisfied economic needs is absolutely limitless.

That is a Russian statement of the case, under all the restrictions to which utterance of opinion is subject in Russia. The Siberian Railway and its Manchurian extensions still remain unopened, while no new date for that problematic ceremony has yet been mentioned. The Committees sitting in Paris, Petersburg, and again Paris have been engaged only in considering the road as a passenger carrier, and it seems to be accepted already that its significance as a goods-carrier is not yet realisable.

COTTON & CO. FOR WASHINGTON BOW TIES.

GERMANY AND THE FAR EAST.

The German Consular authorities in China recently sent home official reports concerning the state of German economic interests in the more important treaty ports in the Celestial Empire at the beginning of 1903, in which reports, however, Hongkong as an English possession, and Tsingtau as a German settlement, are not mentioned. Besides these, certain Chinese harbours are not taken into consideration, such as Newchwang, Chinkiang, Nanking, Wuhu, Kiukiang, Ichang, and Chungking, which possess little interest for Germany. The report says that the German trading and capital interests in China during the last four years have shown an extraordinary augmentation, principally at Shanghai, where not only the former 43 German firms have been increased to 68, but also the participation of Germany in the whole trade and business has increased at the rate of 7 per cent. The only German bank in China, the Deutsche Asiatische Bank, has increased its paid-up capital from Tls. 3,750,000 to Tls. 5,000,000. Only at Amoy has a small diminution to be noted in consequence of the giving up of a German hotel. The business of importing German arms to China, however, has ceased entirely in consequence of the late Boxer troubles, a business which, formerly was a very important one for German firms. At Peking, which is not opened for foreign trade, only two German firms were established, both retail shops, for the supply of all necessities of life, principally for foreigners living at Peking. Peking also has a German post-office and a branch office of the German-Asiatic Bank. At Canton 12 German firms are established, participating in the import trade of the place to the extent of 50 per cent. (m. 10,000,000), and in the export trade to the extent of 75 per cent. (about m. 70,000,000). At Hankow nine German houses are established, with a capital of m. 6,500,000 in all, participating in the Bankow trade to the extent of m. 16,000,000. Of the coal-mines of Ping Hsiang, a part, valued at m. 4,000,000, is owned by Germans, whereas the German landed property at Hankow is valued at m. 2,500,000. Seven German steamers are running between Hankow and Shanghai and Ichang and Swatow. The participation of the 68 German firms at Shanghai is stated as having gone up to 23 per cent of the whole trade (m. 120,000,000). In industrial undertakings, German subjects had invested about m. 23,000,000. Several manufacturing of the textile branch, some docks, and one gas establishment were wholly or partly carried on by German capital. The German landed property at Shanghai, 68 hectares in all, was valued at m. 6,000,000. Twenty-five German steamers were employed in the Chinese coasting trade, and 19 in the foreign trade. In 1901 over 150 German steamers called at Shanghai. At Tientsin in 1901 as many as 123 German steamers were counted calling there, and 30 German firms are working there with a capital of m. 20,000,000, participating in the import trade to the extent of 60 per cent, and export about 40 per cent. The German landed property at Tientsin is valued at m. 4,000,000, and Germans have a share in the Kaiping and the Hsien coal-pits to the value of m. 1,500,000. At Chefoo, where, in one year, not less than 238 steamers had called, the Germans only owned nine hectares of land, laid out as vineyards, and yielding a good rent.—*L. & C. Express.*

As mentioned in our special telegrams on January 28th the German gunboat *Illis* has been specially honoured. The *L. & C. Express* says:—Of the honours conferred by his German Majesty on the occasion of his birthday, one distinction is of a rather remarkable character. It is the conferment of the Order *Pour le Merite* on the gunboat *Illis*, accompanied by the following Imperial Rescript:—"By the picture, 'Germans to the front,' representing the honourable share the officers and crews of my ships took in the Seymour Expedition at Peking, I have honoured these deeds, and assured them a lasting memory. In the same sense I desire that the memory of the deed of my gunboat *Illis* in the fight for the Taku Forts shall remain immortal in the annals of my Navy. I, therefore, ordain that my gunboat *Illis* shall, as a special external distinction, carry on her bows and on the masthead and on its boats, a *fusillade* of the Order *Pour le Merite*." This order is published in the *Navy Gazette*.

THE HONOUR FOR THE 'ILLIS'.

As mentioned in our special telegrams on January 28th the German gunboat *Illis* has been specially honoured. The *L. & C. Express* says:—Of the honours conferred by his German Majesty on the occasion of his birthday, one distinction is of a rather remarkable character. It is the conferment of the Order *Pour le Merite* on the gunboat *Illis*, accompanied by the following Imperial Rescript:—"By the picture, 'Germans to the front,' representing the honourable share the officers and crews of my ships took in the Seymour Expedition at Peking, I have honoured these deeds, and assured them a lasting memory. In the same sense I desire that the memory of the deed of my gunboat *Illis* in the fight for the Taku Forts shall remain immortal in the annals of my Navy. I, therefore, ordain that my gunboat *Illis* shall, as a special external distinction, carry on her bows and on the masthead and on its boats, a *fusillade* of the Order *Pour le Merite*." This order is published in the *Navy Gazette*.

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NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 25th May, 1895.

Intimations.

WHOSE FAULT IS IT?

The world is full of disease and pain. Whose fault is it? Everybody's; therefore often the fault of the sufferers themselves. But the pressing question is,—what to do, how to relieve, how to cure. What would become of us if means were not found to destroy disease? Why, then, of course, disease would destroy us and the world would be depopulated. Until we learn how to prevent disease, we must be thankful for the means of *abating and curing* it after it has seized upon us, and stands, like a savage with uplifted axe, ready to take our lives. Especially do we need some sure and speedy form of treatment for those complaints which are universal,—which arise in every country and climate, and ravage poor humanity at all seasons of the year. We allude to such ailments as Nervous and General Debility, Hysteria, Scrofula, Chronic Diarrhoea, Asthma, Throat and Lung Complaints, Blood Impurities, and the ills of women and children. For these

WAMPOL'S PREPARATION comes as near to being an actual specific as any medicine yet discovered. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. You may almost say that it is *life itself* embodied in a single article made by human hands. Dr. L. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition. It stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvellous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists here and throughout the world and A. S. Watson & Co., Limited.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 30, Queen's Road, Central.

Hongkong, 28th November, 1902. [12094]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and the are warned against paying more than TEN CENTS (10 cts) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 14th January, 1903.

Hotels.

AN OPPORTUNITY FOR AMERICAN AND EUROPEAN ENTERPRISE IN PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL, situate at Kowloon, within a few minutes' walk of the principal landing stages of the SECOND SEAPORT IN THE WORLD and on the Trunk Road of the Projected HONGKONG-CANTON RAILWAY, IS FOR LEASE ON VERY EASY TERMS, owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the residents of Hongkong and Kowloon, and by the Shipping Community calling at this Far Eastern entrepot of trade.

An exceptionally large and showy building, capable of extension, with large piece of vacant land adjoining.

Bounded by main roads leading to the Docks and Warehouses.

The Establishment has been conducted as a First Class Hotel and is a profitable investment. It is capable of still larger returns if management is taken over by person devoting exclusive attention to the business.

Inspection of Books allowed to any one making bona fide offers for Lease, &c. For full Particulars apply to

H. RUTTONJEE, D'Aguilar Street, Hongkong.

Hongkong, 23rd February, 1903. [2206]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Rooms specially reserved for Captains of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [11166]

THOMAS' HOTEL.

No. 2, QUEEN'S ROAD CENTRAL, HONGKONG.

THIS HOTEL, having changed hands, has been re-fitted after the style of a First-Class Foreign Hotel, with rooms en suite and single furnished with every regard to perfect comfort and convenience. The Hotel is in very close proximity to the principal Banks and Merchants' Offices.

MODERATE TARIFF. Hongkong, 18th December, 1901. [15866]

Consignees.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL. THE Company's Steamship

"INDRAMAYO," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd March, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co., Agents.

Hongkong, 25th February, 1903. [2376]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd March, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th February, 1903. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"VALETTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Australia*. From Australia, ex S.S. *Rome*. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 6th March, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 28th February, 1903. [4]

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN, Agent.

Hongkong, 28th February, 1903. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 9th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 2nd March, 1903. [2576]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after WEDNESDAY, the 4th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd March, 1903. [5966]

Mails.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHI MARU	BOMBAY, VIA SINGAPORE and COLOMBO	WEDNESDAY, 4th Mar., at 4 P.M.
F. L. Pyne	MARSEILLES, LONDON & ANTWERP	SATURDAY, 7th Mar., at Daylight.
HAKATA MARU	WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 10th Mar., at 4 P.M.
AKI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 13th Mar., at Daylight.
HITACHI MARU	KOBE and YOKOHAMA	TUESDAY, 17th Mar., at Noon.
IDZUMI MARU	KOBE	FRIDAY, 20th Mar., at Noon.
M. Yagi	MOJI, KOBE and YOKOHAMA	SATURDAY, 21st Mar., at Daylight.
HIROSHIMA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 24th Mar., at Noon.
AWA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 24th Mar., at 4 P.M.
N. Tienat	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Mar., at 4 P.M.
BOMBAY MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Mar., at 4 P.M.
SHINANO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Mar., at 4 P.M.
C. W. Thompson	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Mar., at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th February, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, PONDICHERY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE

ON TUESDAY, the 10th March, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 9th March, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th February, 1903. [1004]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903.

Lyra..... 4,417 W. Williams..... Mar. 10

Victoria..... 3,502 J. Pantan..... Mar. 17

Hyades..... 3,753 G. Wright..... Mar. 24

Steamers marked (*) have no passenger accommodation.

Intimations.



**A. S. WATSON
AND CO., LTD.**

ESTABLISHED A.D. 1870.

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THE WATER used is THE PUREST that can be obtained, and is skillfully Filtered on the most scientific principles.

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ABSOLUTE
PURITY.**

ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

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LIMITED,**

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Chemists and Druggists by Appointment to H.B. the Governor and Household.

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DEALERS.**

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and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902.

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND
LIQUORS A SPECIALTY.

DINNERS and TIFFINS SERVED
ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c.

AT ALL HOURS.

Messrs. J. H. DOWNS and
J. CHRISTIE,
Proprietors.

Hongkong, 8th December, 1902.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
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Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 2nd March, at "Greenmount," Hongkong, the wife of E. M. HAZELAND, of a Daughter.

MARRIAGES.

On the 14th January, at the Holy Trinity Church, East Melbourne, by the Rev. Canon Sadler, M.A., T. A. CLARK, of Shanghai, to CATHERINE BELL, youngest daughter of the late Captain James Leslie Grogan.
On the 15th February, at St. Andrew's, by the Rev. D. L. Anderson, D.D., assisted by the Rev. W. B. Burke, the Rev. ALVIN P. PARKER, D.D., to SUSIE E. WILLIAMS, M.E.C., S. Mission.

On the 16th February, at H.B.M. Consulate, Nagasaki, and afterwards at the English Church, by the Rev. A. R. Fuller, ERNEST HAMILTON HOLMES, H.B.M. Consular Service, Japan, to IMA LESTER, only daughter of Mrs. Alex. Samson, Shanghai.
On the 25th February, at the Cathedral, Shanghai, the Rev. T. BROWN, M.A., to MISS GEORGINA SMITH, both of the London Mission, Peking.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 3, 1903.

THE BOXER INDEMNITY.

When in November last we dealt at some length with the new phase of the Chinese Indemnity as created by the refusal to accept payment of an instalment of the indemnity in silver except under protest we asserted that in view of the provisions of Article VI of the Peace Protocol (which we reproduced at the time *in extenso*) there appeared to be full justification for the desire of the Chinese Authorities to pay off the whole sum of Tls. 450,000,000 in silver at the rate of exchange fixed by the Powers in the Protocol, not at the rate of exchange of the day. That was the construction we put upon the plain wording of the instrument, and we went so far as to hint that the most equitable and satisfactory solution of the difficulty would be found in the submission of the whole matter to the impartial tribunal established at the Hague for the peaceful settlement of international difficulties. According to the latest information to hand, as set forth in the columns of the *Shanghai Times*, it seems that two courses are now open to any of the Powers desiring a peaceful settlement of this much vexed question, for it is reported that Uncle Sam has now directed "that the amount due to the United States indemnity account should be expressed (as it in fact is in the Protocol) in Haikwan Taels at the rates of exchange stipulated in Article VI of the Peace Protocol, and not at the rate of exchange now prevailing." "This," says the *Shanghai Times*, "means that in indemnity payments from China to the United States the tael will be reckoned as worth \$732, although the present quotation is \$525." That the decision of the United States Government is in conformity with the opinion of some of the most learned American jurists can, we think, hardly be questioned. They have weighed the whole of the clauses bearing on the payment of the indemnity with the "spirit" of the document as it was at the time the plenipotentiaries signed it in Peking. Faulty it was no doubt, but it has been accepted by the States as it is and not as—in view of the great slump in exchange—we could wish it had been framed. The United States have clearly shown the way towards settlement of the dispute without reference to the Hague Tribunal, and it is done in a way which we are constrained to admit—facts are stubborn things—is as magnanimous as it is just and reasonable. It will be interesting to learn, later on, what view is taken of this important decision by the Powers whose actions and policy in the Far East makes for war rather than peace. Is it possible that Russia, whose share of the indemnity transcends all other claims and who never tires of posing as "China's friend," will lose a golden opportunity of demonstrating her unbounded solicitude for the welfare of the Celestial Court by not only accepting Uncle Sam's view of due payment of the "Boxer" indemnity, but even go so far as to take off some twenty to thirty per cent of her enormous charges for damages which (in view of the acquisition of the flourishing province of Manchuria, the ice-free port of Dalny (Alienwan), and the snug little harbour and fortress of Port Arthur) one might now be pardoned for classing as more imaginary than real, unless indeed they be dubbed "moral damages." Our old friend Oom Paul once upon a time claimed very heavy "moral" damages; then why not the Tsar of All the Russias? Is not the degree of morality similar in both instances? Surely!

LOCAL AND GENERAL.

KING Edward has sent a message of condolence to the Mikado.

Every mail brings fresh films, dry plates and printing paper for LeMunyon direct from New York.—*Advt.*

THE Japan Government is importing gold bullion from London to the amount of 10,000,000 yen.

THE *Nagasaki Press* says that the old P. & O. S. *Brindisi*, recently sold at Nagasaki, was built in 1870.

THE French and English Mails of the 26th and 31st January were delivered in London on the 28th February.

THE British municipality at Tientsin has decided to adopt China coast time, i.e., the same as Shanghai.

ALL the letters of allotment and regret for the Weihaiwei Gold Mining Company have now been sent out.

IT has been proposed to establish wireless telegraphic communication between Hawaii and San Francisco.

RUSIA begins the construction of a new railway immediately, to connect Khabarovsk and Chienchieng. The purpose is to facilitate the transportation of grain to Port Arthur.

A NATIVE workman, while endeavouring to step from the tug *Burne* to the pier at the Kowloon Docks, lost his balance, and was drowned.

Films, Dry Plates, Printing Paper, Chemicals, all kinds of Cameras and Kodaks, and all photographic material, best that is made, can be had at LeMunyon's.—*Advt.*

THE native charged with arson in connection with a recent fire in Queen-Victoria St. was again brought before Mr. Hazeland this morning. The Fook On Insurance Co. did not press the charge and the prisoner was released.

FIVE projected additions to the Russian Navy include five ironclads of sixteen thousand tons each. An extraordinary grant of twelve million roubles has been approved in order to expedite the completion of battleships under construction.

THE *1st Inushima Maru*, a steamer of 620 tons carrying stone for the harbour works at Osaka, collided with the *2nd Inushima Maru*, at Inushima on the 11th ult. and sank in deep water.

IN consequence of the mourning for Prince Kōmei, an unsuccessful attempt was made by the police to stop the King's Daughters' entertainment while it was going on, at Yokohama, and the opening night of the Janet Waldorf company had to be postponed.

THE *Manchester Daily Despatch*, discussing South African affairs, asserts that General De Wet buried in his garden a largesum in gold. The British dug his garden for ammunition, but did not find the gold. On recovering the cash, De Wet purchased advantageously at the Cape cattle and sheep to restock the farms.

A MARE belonging to Major Trefusis, A.D.C., had to be shot as the result of injuries sustained in a collision with a ricksha. The ricksha was upset and a Mr. Burke thrown on to the road, while a sampan woman passing at the time had the misfortune to be on the line of gravitation as the vehicle toppled to the ground. Neither the one-time occupant of the ricksha, nor the dame from the harbour was hurt.

THE cloth business for China seems to have partially subsided, says a home exchange. Probably the decline of silver has had effect as well as the advance in cotton. There is still business to be had, but it is not offering so freely as last week. We hear little at present of Bombay, or for the moment of Japan. Mexicans and T. Cloths are firm, and a good deal has been done in these at rather poor rates.

THE growing forests on the slopes near Aberdeen seem to give plenty of cover, for wild animals are evidently getting more numerous on the south side of the island, remarks the Hongkong correspondent of the *N. C. D. News*. Deer have of late been seen frequently by residents at the Peak, several in the unenclosed gardens near houses, and on one occasion recently they enjoyed a good meal of lettuce. This morning I saw a badger killed by a dog in a little wood just below Stewart Terrace. Two weeks aided in the hunt, and the unfortunate animal was finally knocked on the head by a bamboo.

CAPT. Putnam Bradlee Strong, having arranged to become a captain in the army of his imperial majesty, the Emperor of China, he and his wife, formerly Lady Hope, and better known as May Yohe, will soon sail for the Orient. They have secured from London the money paid by Lord Francis Hope in settlement of Mrs. Strong's claim against him. When Mrs. Strong was Lady Hope she lent his lordship \$45,000 in notes. She earned the money "doing" songs and dances, and her thrifty mamma saved it for her. About one-half of her claim has been allowed. Strong's chances to get into the Chinese Imperial Service came through correspondence with an influential man he met in Japan. The latter is a subordinate of Sir Robert Hart, head of the Imperial Chinese Customs Service. Strong wanted a commission in the Customs Service but his friend advised him to accept a captaincy in an infantry regiment, officered with men like Strong, soldiers of fortune.—*New York Telegram.*

ASK for ASAHI JAPANESE BEER—G. Girault.

LeMunyon has everything in the photographic line strictly fresh. Call and see him, 31 Des Vaux Road, Central.—*Advt.*

Two natives charged with armed robbery at Deep Bay were discharged and retaliated by desiring to take out a summons for wrongful detention. The magistrate advised them to proceed in a civil court.

THERE were 245.0 deaths from plague in India the other week, an increase of a thousand on the mortality of the previous week, and double that which occurred in the same period of 1902.

THE United States gunboat *Caia* left for Canton yesterday, and the German gunboats *Tiger* and *Illis* started for Kioochou and Swatow respectively, while the Portuguese gunboat *Diu* went to Macao. H.M.S. *Talbot* returned from target practice at Mirs Bay this afternoon.

SECRETARY of War Root has ruled that officers may take billiard tables to the Philippines on government transportation, free of charge. This question came up recently and the quartermaster at San Francisco refused transportation for a table which officers of the army were taking out. The question was referred to the Secretary of War and was decided as above.

GOVERNOR Taft has announced that the three millions of dollars appropriated by Congress for the use of the Philippine Islands has been set aside for special purposes. Of the sum, \$1,000,000 will be devoted to the establishment of an agricultural bank; \$1,000,000 will go to the purchase of carabao and the remaining \$1,000,000 is to be used in the founding of a university.

Hello Central! Hello!—Give me 3 9 0.—Alright! Hello! Hello! Is this LeMunyon's? Yes. Oh, send me a supply of No. 3 films. I am about to take a trip and shall need a fresh supply of films. Thanks.—Will send same immediately. Goodbye.—Goodbye.—*Advt.*

THIS morning at the Police Court, H. A. Brown, an unemployed master mariner, was charged before Mr. J. H. Kemp with stealing a watch, chain, and silver match box, the properties of Lieut. H. W. Ricketts, of the 33rd Bombay Infantry. The articles were left on the mantelpiece in the officers' mess, and the prisoner was seen to go into the house. Pawn tickets for the goods were found in his possession when arrested. He was sent to prison for two months.

LIBEL proceedings have been commenced against the *Manila American*, by E. K. Pourns, the Insular Architect. The cause of action is an alleged libelous article written by certain contractors of Manila. The article in question sets forth some alleged causes of complaint on the part of the writers and characterizes the official complained of as "notoriously incompetent, unkind and overbearing, who has trouble with all with whom he has dealings." Warrants were issued for the arrest of William Crozier, the editor of the *American*, and J. F. Kennedy, the business manager.

THE speech from the Throne at the opening of the Portuguese Cortes contains the following reference to China:—

(Portugal having given her adhesion to the final protocol of the Congress of Peking has agreed with the government of the Celestial Empire to transform its custom regime around Macao, taking into consideration the economic convenience of our possession and without prejudice to the rest of the clauses of the treaty of 1887. In this conformity the respective convention will be laid on the table. Other advantages had been conceded to us, facilitating the construction of a railway line, destined to link our port with the principal commercial centres of the Empire which should co-operate in the upholding of our prestige in the Far East, where we have so many interests to defend.

A certain native family were chowing on the first floor of a house in Des Vaux Road when the deep drip of water from the verandah attracted their attention. It was evidently not a usual occurrence for one of the members put his chop sticks aside and proceeded to investigate matters by going to the floor above. What happened then has not yet transpired, but it is alleged that a free fight ensued. At all events the gentleman from the floor beneath did not return and it is supposed he was thrown over the verandah and alighted on *terra firma* some feet below. That was where he was found, and although taken to the hospital where every aid was rendered he expired from his injuries. The police investigated affairs and two of the 'gentlemen' from the second floor were arrested, and may have to answer a charge of manslaughter in connection with the death of their neighbour from the floor beneath.

For numbering your Checks and Stubs, Card Systems, Druggists' Prescriptions, Labels, Drafts, Orders, Receipts, Letters and all Documents that require correct and legible numbering use the "Follett Numbering Machine." Do not miss our chance but get one at LeMunyon's.—*Advt.*

SPRING RACE MEETING.

The programme of the second spring race meeting, to be held under the auspices of the Hongkong Jockey Club, will be found printed in the advertising columns of this issue. Entry forms can be obtained on application to the secretary, Mr. John Giant.

COLLISION NEAR HONGKONG.

THE s.s. *Siskin*, Captain A. Jones, arrived from Saigon to-day with a cargo of rice and coal. At about one o'clock this morning she collided with a junk which, subsequently foundered. The crew of the native craft, comprising ten men, three women, and five children, were rescued and brought to Hongkong.

ASK for ASAHI JAPANESE BEER—G. Girault.

THE DEFENCE OF THE EMPIRE.

LECTURE BY CAPTAIN ANDERSON.

Before a small but very appreciative audience Captain G. C. Anderson last evening lectured in the Chamber of Commerce Room, under the auspices of the Hongkong Odd Volumes, on the "Defence of the Empire." H.E. Major-General Sir W. J. Gascoigne, K.C.M.G., was in the chair, and briefly introduced the lecturer.

In opening the subject, Captain Anderson pointed out that freedom of sea transport was absolutely essential to our very existence, and argued that the British Government would not enter upon any scheme of Imperial defence, involving heavy taxation of the people, unless the people themselves demanded such a line of action. Royal Commissions and Committees of Inquiry were simply old-time and antiquated devices, and opened the possibility for shelving inconvenient questions. Even here, in this Colony, we have had long been d experience of the hope deferred that went to make the heart sick, and hence the necessity existed for some endeavour on the part of the people to stir up the Government and bring before them the issues at stake. There was an old saying that the common law of England was the Englishman's birthright, and he argued if such was the fact, was not this Empire built up by our race worthy of any sacrifices on the part of its sons to maintain that integrity? The lecturer then proceeded to deal with the question of Australia and its relations to the mother country, and said that it was absolutely necessary for the youths of Australia to cultivate a maritime spirit thereby forming a sort of naval reserve. (Applause.)

Australians had always been patriotic and could still further extend that feeling by the formation of a naval reserve. He proceeded to refer to the question of mobilization of 1870 which, he contended, was a very creditable performance, and the outcome of the good generalship of Count Von Moltke. That was a military affair and amounted to the concentration of a German army on the frontiers of France. Nevertheless, it was a very simple matter compared with what England would have to do in the event of a naval war. Our inaction in preparing for eventualities had earned for us the name of "England the Unready," but he pointed out that the fault could not be placed at the doors of the personnel of the Navy. Of Admirals and Generals we had plenty to put the Navy and Army on a good footing, provided politicians would only let them have a free hand. In his opinion the Navy Board should be divorced from Parliament and the First Lord of the Admiralty be invested with full power and responsibility to follow his own views. Politicians would, however, say that this could not be done. He contended no practical man believed that it could not be done, and forcibly pointed out that our Navy must always be kept ready, and strike hard when the time came (applause). We required more battleships, cruisers, a re-organized staff, an intelligence department, establishment of dockyards on the East and North-east coast of England and Scotland augmentation of a North Sea fleet, and the making of the Channel and Mediterranean fleets each a separate and complete unit by itself. He saw no reason why we should go to war with either France or Germany, or any other European power, but should ever England find herself involved in hostilities, she should be ready and not wanting. The lecturer then commented on Canada, her patriotism, and resources, and said that she could best serve the mother country by raising and maintaining an efficient naval reserve. Concluding, he said that he hoped his remarks would perhaps serve to arouse discussion among the public, and expressed the hope that a comprehensive scheme of Imperial Defence might be brought about (applause).

Major-General Gascoigne invited discussion. Commodore Robinson said that he quite concurred with the views expressed by the lecturer, and was very glad to see that there were such enthusiasts to speak for the Navy. The British Navy had been trying for many years to instil into the youngsters more mechanical training with a view to better fitting them for present-day requirements and to have their future captains more thoroughly mechanical. The Navy League had done an enormous amount of good to the country and that fact was also recognised in the Navy which thoroughly appreciated its efforts to place it on a better footing (applause).

Professor Sharp mentioned with regret that Captain Anderson would soon be leaving the Colony, and said the lecture treated with a very important subject, especially in the case of Hongkong which would be greatly affected if the Navy was insecure. It was quite true that "we've got the ships, we've got the men, we've got the money," but although we have got the money and might be able to buy a few ships from a friendly Power in the event of hostilities, there was no question that we had not the men. He pointed out that that could be remedied by suggesting the fisher population at home be drawn and placed under bounty as a naval reserve, and called upon in case of eventualities (ap.ause).

H. E. Major-General Gascoigne said that the only part of the lecture with which he disagreed with Captain Anderson was the remark about the unfavourable opinion he had of commissions or committees of inquiry. He thought that a grand opportunity was lost at the close of the South African War, and said he would like to have seen a commission established consisting of a few soldiers and business men who, between them, would be able to formulate a scheme by which our Army would be supplied. However powerful our ships might be an army must be behind our backs and the important matter

was where that army was to be got from? Let them mark his words: it was to be a very few years from now that every man present would have to take some part in the defence of the Empire. It would have to come and such a commission as he had indicated might have been able to show how it would press least hardly. We did not like the word "conscription" but there was no question about it in his mind that they would have to have it.

His Excellency proposed a vote of thanks to Captain Anderson, and said that he regretted the fact that this was the last opportunity they would all have of hearing him.

Captain Anderson briefly thanked the company for their presence.

Mr. H. E. Pollock, K.C., proposed a vote of thanks to Major-General Gascoigne for presiding, and the proceedings terminated.

MASONRY.

At the annual meeting of the Phoenix Chapter of Sovereign Princes Rose Croix No. 17 A.A., held on Shrove Tuesday, the 14th February, Sir Knight J. F. Lemm was installed in the Oriental Chair, the installation ceremony being performed by Sir Knight F. Howell, 30°. Afterwards the M. W. S. installed his officers as follows:—

M. W. S.	Mr. W. Farmer.
Deputy M. W. S.	Mr. W. M. Everall.
High Priest	Mr. J. A. Tarrant.
Senior Warden	Mr. T. H. Jewitt.
Junior Warden	Mr. C. Leslie.
Treasurer	Mr. H. B. Bridger.
Secretary	Mr. J. R. Lee.
Master of Ceremonies	Mr. W. Osborne.
Chancellor	Mr. G. H. Evans.
Inner Guard	Mr. G. A. Watkins.
Standard Bearer	Mr. J. Morris.
Steward	Mr. J. Vanstone.
Equerry	Mr. J. Vanstone.

THE BROUGH COMEDY CO.

To-night and to-morrow (Wednesday) Mr. Brough announces two performances of *The Magistrate*, absolutely the best written of all farcical comedies. Although frequently done here by amateurs, *Pinero's* farce will be presented to-night for the first time by a professional company.

The following is the complete cast of characters:—
Mr. Pook... (Magistrate of Hulberry) Mr. Brough.
Mr. Bellamy... (Sergeant Police Court) Mr. W. H. Colman.
Colonel Lully... (from Bengal—retired) Mr. W. T. Lovell.
Capt. Horace Vane (Shropshire Fusiliers) Mr. Ernest Vere.
Cicilia Farrington (M.S. Post Office) Mrs. M. A. Allen.
Her First Marriage) Mr. Leslie Victor.
Achille Blund (Proprietor of the Hotel Jules Prince) Mr. M. McLean.
Lilliput (a waiter) Mr. Wilton.
Mr. Worrell (Chief Clerk at Mull) Mr. Williams.
Inspector Messier... (Metropolitan) Mr. Orlando Daly.
Sergeant Lugg... (Police) Mr. Hilson.
Constable Harris... (Police) Mr. Hilson.
Wyke (servant at Mr. Pook's) Mr. McLeary.
Agatha Pook (late Farrington, nee Verinder) Miss Susie Vaughan.
Charlotte Verinder (Her Sister) Mrs. Brough.
Beatrice Tummison (a young lady reduced to teaching music) Miss Brenda Gibson.
Fopham... Miss Temple.

For Thursday and Friday *Sowing the Wind* will be the attraction. On Saturday and Monday *When we were Twenty-one*, a comedy by H. V. Esmond will receive its first representation in China.

STEAMER versus JUNK.

JUDGMENT.

The case in which the owner of the junk *Yu Fung* claimed damages against the German steamer *Hansa*, was concluded at the Supreme Court to-day. Lieutenant H. Fybus, R.N., master of the C. P. R. S. *Empress of Japan*, again acted as nautical assessor to the Chief Justice, Sir W. Meigh Goodman. Mr. H. F. Pollock, K.C. (instructed by Mr. Lewis, of Messrs. Wilkinson and Grist), appeared for the plaintiff, and Mr. M. W. Slade, (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master), for the defendants.

In our last issue we dealt fully with the circumstances of the collision, which occurred near the Capsicum Pass on the evening of the 14th January last. His Lordship, in giving judgment, said it was the steamer's duty to keep out of the way of the junk, and those aboard of her should have taken a compass bearing, or slackened speed, or even gone on straight. They were slightly overboarded thinking that the junk was going on a parallel course, when really she was on an angular course. The junk was not to blame; the steamer was.

THE PLAGUE.

During the twenty-four hours ended at noon to-day two further cases of bubonic plague, making 41 since January 1st, were notified as having occurred in Hongkong. Both were Chinese, and ended fatally. One was from Queen's Road East, and the other was a case of dumping at the back of No. 18 Swallow Lane.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Canadian (*Tartar*) to-morrow.
Australian (*Chingta*) to-morrow.
German (*Prinz Heinrich*) 5th inst.
American (*Hongkong Maru*) 5th inst.
Canadian (*Athenian*) 6th inst.
Indian (*Lalsang*) 13th inst.
American (*Doric*) 21st inst.

The Boston Tea Boat Co.'s steamer *Hyades* arrived at Yokohama on the 2nd inst.
The P. & O. S. N. Co.'s steamer *Java* left Singapore for this port on the 2nd inst. at 1 p.m.
The E. & A. Co.'s steamer *Batavia* had Sydney left Port Darwin yesterday, the 2nd inst. for Timor, Macao, and this port.
The T. K. K. steamer *Kokila Maru* left Manila for this port yesterday, p.m., and is expected here on Wednesday afternoon, the 4th inst.
The N. Y. K. Co.'s steamer *Hakata Maru* (European Line) left Shanghai for this port on the 3rd inst., and is expected to arrive here on the 5th inst.
The C. N. Co.'s steamer *Chingta*, from Australian ports left Manila on the 2nd inst. p.m., and is expected to arrive here on Thursday, the 5th inst., a.m.
The N. P. S. Co.'s steamer *Olympia* sailed from Victoria, B.C., for Yokohama, and the steamer arrived at New York on the 23rd ult.
The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Nagasaki at 11.30 a.m., on Monday, the 2nd inst., and leaves again at 7 p.m., same day, for Kobe, where she is due to arrive at 6 a.m., on Wednesday, the 4th inst.
The Canadian Pacific Railway Co.'s steamer *Athenian* arrived at Kobe at 7.30 p.m., on Sunday, the 1st inst., and left again at 6 a.m., on Monday, via Nagasaki for Shanghai, where she is due to arrive at 5 a.m., on Friday, the 6th inst.

ASK for ASAHI JAPANESE BEER—G. Girault.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.		
MONTHLY SAILINGS FOR LIVERPOOL.		
MONTHLY SAILINGS FOR CONTINENT.		
OUTWARDS.		
FROM	STEAMERS	DUE ON
GLASGOW and LIVERPOOL.	"GLAUCUS"	6th March.
"	"PING SUEY"	11th "
"	"OANFA"	21st "
"	"MENELAUS"	25th "
S.S. "GLAUCUS" from Straits and Europe left Singapore on the evening of the 27th ult. and may be expected to arrive here on the 6th instant.		
HOMEWARDS.		
LONDON BERTH.		
FOR	STEAMERS	TO SAIL ON
LONDON via GENOA.	"DIOMED"	7th March.
"	"MACHAON"	17th March.
"	"KINTUCK"	31st March.
"	"PING SUEY"	14th April.
"	"JASON"	28th April.
LIVERPOOL BERTH.		
(Taking Cargo at London Rates.)		
LIVERPOOL.	"NESTOR"	24th March.
"	"DEUCALION"	23rd April.
CONTINENTAL BERTH.		
MARSEILLES and ANTWERP.	"PYRRHUS"	3rd March.
TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	23rd March.
For Freight, apply to		
BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 2nd March, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and MANILA.	"KWEIYANG"	4th March.
SHANGHAI.	"SINGAN"	4th "
CHINKIANG.	"SZECHUEN"	4th "
SHANGHAI.	"ICHANG"	5th "
AMOI, SAMARANG and SOERABAYA.	"SHANTUNG"	7th "
CEBU and ILOILO.	"KAIFONG"	7th "
MANILA.	"SUNGKIANG"	11th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	11th "
KOBE.	"GHINGTO"	16th "
TIENTSIN.	"KWEIYANG"	21st "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

|| R.R.D.C. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

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Hongkong, 28th February, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon, Amidsips—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	6th March, at Noon.
RUBI	2540	R. W. Almond	Do.	13th March, at Noon.
PERLA	1980	J. McGinty	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 27th February, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship.	Tons.	Captain.	To Sail
"INDRASAMHA"	5,197	R. P. Craven	Mar. 20, 1903.
"INDRAVELLI"	4,899	W. E. Craven	April 16, "
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA,

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 4th March.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 8th March.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 11th March.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 15th March.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoons at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 2nd March, 1903.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

—Hongkong, 10th January, 1903. [35s]

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"SAVOIA,"

Captain Rebellmund, will be despatched for the above Ports on THURSDAY, the 5th March, at Daylight.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor. For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 17th February, 1903. [196c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Ollent, will be despatched for the above Ports, on THURSDAY, the 5th March, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 28th February, 1903. [241c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain McArthur, will be despatched for the above Ports, on THURSDAY, the 19th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

At 11 P.M.—To assure the additional comfort of passengers, the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th February, 1903. [117c]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed: Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	Saturday, 7th instant, at Noon.
ROSETTA MARU	N. Tate	3,876	Friday, 13th instant, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

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BETWEEN HONGKONG AND MANILA IN 48 HOURS.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"

Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, at 2.30 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class.....\$2.00

2nd ".....1.50

3rd ".....1.00

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

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Hongkong, 2nd March, 1903. [87c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Gibson, will be despatched for the above Ports, on THURSDAY, the 5th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.

Hongkong, 2nd March, 1903. [255c]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA LINIE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH,"

of the NORDEUTSCHER LLOYD,

Captain R. Heintze, due here with the outward German Mail about THURSDAY, A.M., the 5th instant, will leave for the above Ports about 24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to MESSCHERS & CO., Agents.

Hongkong, 2nd March, 1903. [563c]

Shipping.

STEAMERS.

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG,"

931 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS,

returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin.

Ship lighted throughout by Electricity.

Passage Fare \$3.00 Single Journey.

Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

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Hongkong, 17th January, 1903. [70c]

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PROPOSED SAILINGS FROM HONGKONG.

1903.

"SHIMOSA".....About 5th Mar.

"THORDIS"....." 18th Mar.

"AFRIDI"....." 15th April.

"RICHMOND CASTLE"....." 30th April.

"SAGAMI"....." 15th May.

For Freight and further Information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 25th February, 1903. [139d]

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THE Company's Steamship

"NIPPON,"

Captain Klausberger, will be despatched as above on SATURDAY, the 21st March.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, 25th February, 1903. [118c]

Shipping.

Arrivals.

ZAFIRO, British steamer, 1,611, R. Rodger, 2nd Mar.—Manila 28th Feb. Hemp.—Shewan, Tomes & Co.

DDVO MARU, Japanese steamer, 1,343, K. Asari, 2nd Mar.—Moji 24th Feb. Coal.—Yee Wo & Co.

PREUSSIN, German steamer, 3,278, E. Prehn, 3rd Mar.—Yokohama, 21st February, and Shanghai 28th. Mails and General.—Melchers & Co.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 3rd Mar.—Cebu 21st Feb., and Iloilo 27th, Sugar and Hemp.—Butterfield & Swire.

HAILAN, French steamer, 300, L. Andersen, 3rd Mar.—Hoihow 1st Mar. General.—A. R. Marty.

C. FERD. LAEISZ, German steamer, 3,799, H. Fuchs, 3rd Mar.—Shanghai 26th Feb. General.—Siemssen & Co.

HAILONG, British steamer, 783, S. Gibson, 3rd Mar.—Amoy and Mar. General.—Douglas, Larraik & Co.

ALISA CRAIG, British steamer, 2,166, A. D. Moody, 3rd Mar.—Kutchinzu 25th Feb. Coal.—Mitsui Bussan Kaisha.

SISHAN, British steamer, 845, A. Jones, 3rd Mar.—Saigon 27th Feb. Rice and Meal.—Bridley & Co.

TALBOT, British steamer, 5,600, Lewis Bayly, 3rd Mar.—from Practice.

KOWLOON, German steamer, 1,478, H. Stehr, 3rd Mar.—Wuhu and Chinkiang 26th Feb. General and Rice.—Siemssen & Co.

MARIE JENSEN, German steamer, 1,771, H. Bendixen, 3rd Mar.—Chinkiang 26th Feb. Rice.—Jensen & Co.

Clearances at the Harbour Office.

Kowloon, German str., for Canton.

San Cheung British str., for Canton.

Pakong, British str., for Canton.

Lokong, British str., for Swatow.

Chan On Chinese str., for Wuchow.

Hue, French str., for Kwong-chow-wan.

Thikang, British str., for Canton.

Chikang, British str., for Macao.

Yueh, Chinese str., for Shanghai.

Yueh, Chinese str., for Shanghai.

Maiduru Maru, Japanese str., for Swatow.

Maifu, German str., for Saigon.

Kutong, British str., for Singapore.

Kuengchow, British str., for Canton.

Departures.

Mar. 3, Thales, British str., for Swatow.

Mar. 3, Jacob Diederichsen, German str., for Hoihow.

Mar. 3, Rosetta Maru, Jap. str., for Manila.

Mar. 3, Yueh, Chinese str., for Shanghai.

Mar. 3, Kutong, British str., for Singapore.

Mar. 3, Kowloon, British str., for Shanghai.

Mar. 3, Lokong, British str., for Shanghai.

Mar. 3, Clara, German str., for Saigon.

Passengers—Arrived.

Per Kutong, from Cebu, &c.—Mr. V. Aillio, Misses A. Aillio, B. Cardines, Mrs. V. Pina, Messrs. C. H. Balfour, W. A. Watson, I. C. Nichols, M. Kido, Lieut. R. P. Lester, and 25 Chinese.

Per Zafiro, from Manila—Messrs. F. R. Lahoso, C. Monica, J. Trilla, J. Montes, Schwieter R. La'ente, A. Heredia, Robt. McWilliam, Dr. J. L. Albon, Mrs. B. Baranda Mrs. E. P. Wheeler, and 23 Chinese.

Per Preussen, from Japan, &c.—Messrs. F. Emerson, W. Macfarlane, W. Trautmann, F. J. Engelsen, S. M. Berger, D. C. Campbell, H. J. Reid, Capt. Inspector Kohler, Messrs. W. D. Herman, S. Samson, B. Zaum, A. M. Ferns, S. Weinberg, D. Mackenzie, Chas. O'Neil, E. Anderson and family, Mrs. Pitakoff and 4 children, Mr. L. Cornar and family.

Departed.

Per Rosetta Maru, for Manila—Messrs. Ernest Scheukel, Low Lay, B. Cadwallader, Mrs. Curranova and child, Dr. and Mrs. Lopez, Mr. and Mrs. Hugo Lim, Ling Hsun, Un Fook Kee, Sing Cong Lim, Ang Lim, Co. Sy Tang Co, Lo Yang, Miss N. Shiranaya, Messrs. Chiong Knock, Joy Ming, Chiu Sen, Tom Yi On, Geo. Ham Mow, Miss Tami Shironidzu, Mrs. Liang Wong, Miss Tatsu Mifugi, Messrs. R. F. Hume, George Day, Mr. and Mrs. P. Berthelot, Messrs. George Ballu, Henry Williams, Alex. Sternberg, Capt. O. M. Norris, Mr. J. Emerson, Mrs. B. Ziam, Mr. and Mrs. Matsudo, Messrs. Chan Yuk Sam, John Carren, D. Minosaki, Tam Chay, Ng Lun, Mrs. Take Noguchi, Mrs. K. Okamura, Messrs. Kikichi, H. Jinsuke, G. Iwahashi, Mr. and Mrs. I. Marashita, and 19 Chinese.

Post Office.

A Mail will close—

For Canton—Per Honan, to-morrow, the 4th instant, at 7.30 A.M.

For Quang, Tchesu, Hoihow, Pakhol and Haiphong—Per Hue, to-morrow, the 4th inst., at 9 A.M.

For Singapore—Per C. Ferd. Laeisz, to-morrow, the 4th instant, at 9 A.M.

For Europe, &c., India, via Taitcorin—Per Preussen, to-morrow, the 4th instant, at 11 A.M.

For Singapore, Penang and Colombo—Per Benca, to-morrow, the 4th inst., at 11 A.M.

For Macao—Per Hongkong, to-morrow, the 4th instant, at 1.15 P.M.

For Chinkiang—Per Szechuen, to-morrow, the 4th instant, at 3 P.M.

For Amoy and Manila—Per Kueiyang, to-morrow, the 4th instant, at 3 P.M.

For Singapore, Penang and Colombo—Per Kinshiu Maru, to-morrow, the 4th instant, at 3 P.M.

For Shanghai—Per Singan, to-morrow, the 4th instant, at 4 P.M.

For Hoihow and Pakhol—Per Hailan, to-morrow, the instant, at 4 P.M.

For Kobe, Nagasaki and Vladivostok—Per Savola, to-morrow, the 4th inst., at 5 P.M.

For Canton—Per Fathian, to-morrow, the 4th instant, at 5 P.M.

For Namtau—Per Tatlee, to-morrow, the 4th instant, at 5 P.M.

For Jesselton and Sandakan—Per Borno, on Thursday, the 5th instant, at 8 A.M.

For Swatow, Amoy and Tamsui—Per Hailong, on Thursday, the 5th instant, at 9 A.M.

For Singapore, Penang and Calcutta—Per Gregory Apcar, on Thursday, the 5th inst., at 2 P.M.

For Shanghai—Per Ichang, on Thursday, the 5th instant, at 4 P.M.

For Swatow, Amoy and Fochow—Per Hutching, on Friday, the 6th instant, at 9 A.M.

For Manila—Per Zafiro, on Friday, the 6th instant, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Gaila, on Saturday, the 7th instant, at 11 A.M.

For Cebu and Iloilo—Per Kaitong, on Saturday, the 7th instant, at 3 P.M.

or Amoy, Samarang and Sourabaya—Per Shanghai, Saturday, the 7th inst., at 3 P.M.

For Wei-hai-wei—Per Chunsang, on Monday, the 9th instant, at 11 A.M.

For Amoy and Manila—Per Yuenyang, on Monday, the 9th instant, at 3 P.M.

For Europe, &c., India, via Taitcorin—Per Annam, on Tuesday, the 10th inst., at 9 A.M.

For Singapore, Penang and Calcutta—Per Sutsang, on Tuesday, the 10th inst., at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, on Wednesday, the 11th inst., at 11 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Changsha, on Wednesday, the 11th instant, at 3 P.M.

For Manila—Per Sungkiang, on Wednesday, the 11th instant, at 3 P.M.

For Manila—Per Rubi, on Friday, the 13th instant, at 11 A.M.

For Singapore, Penang and Bombay—Per Ichin, on Friday, the 13th instant, at 11 A.M.

For Europe, &c., India, via Taitcorin—Per Pailia, on Saturday, the 14th inst., at 11 A.M.

For Shanghai, Dainy and Port Arthur—Per Sulberg, on Saturday, the 14th inst., at 5 P.M.

For Kobe—Per Chingku, on Monday, the 16th instant, at 3 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenia, on Wednesday, the 18th instant, at 11 A.M.

For Tientsin—Per Kueiyang, on Saturday, the 21st instant, at 3 P.M.

VESSELS IN PORT.

STEAMERS.

AIRIE, British steamer, 2,500, St. John George, 1st Mar.—Kobe 24th Feb. Coal.—Gibb, Livingston & Co.

ARIEL, Norwegian steamer, 994, J. Rafen, 1st Mar.—Canton 1st Mar. General.—Sander, Wieler & Co.

BORNEO, German steamer, 1,344, Muhl, 23rd Feb.—Cardiff 2nd Jan. Coal.—Melchers & Co.</

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AND SHIRTINGS STOCKED.

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AMERICAN SHAPES, ENGLISH LEATHER AND
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